



In East Pleasanton, the Iron Horse Trail corridor is 100' wide and undeveloped.

Owens Drive has enough width to add a dedicated lane for the rail all the way into the Dublin/Pleasanton BART station, where there would be an important intermodal station immediately underneath the BART tracks.

Crossing under the I-580, the rail line continues along the Iron Horse Trail corridor through Dublin, along Camp Parks and via San Ramon into Bishop Ranch. At 100' wide, the Iron Horse Trail corridor is well suited to shared use by rail, bicycles, pedestrians and equestrians. Single tracked most of the way, Option 1 would use only 12' of the right-of-way, allowing for a significant landscaped setback between the multi-use trail and adjacent properties.



The former Southern Pacific right of way as it approaches Greenville Road in Livermore.

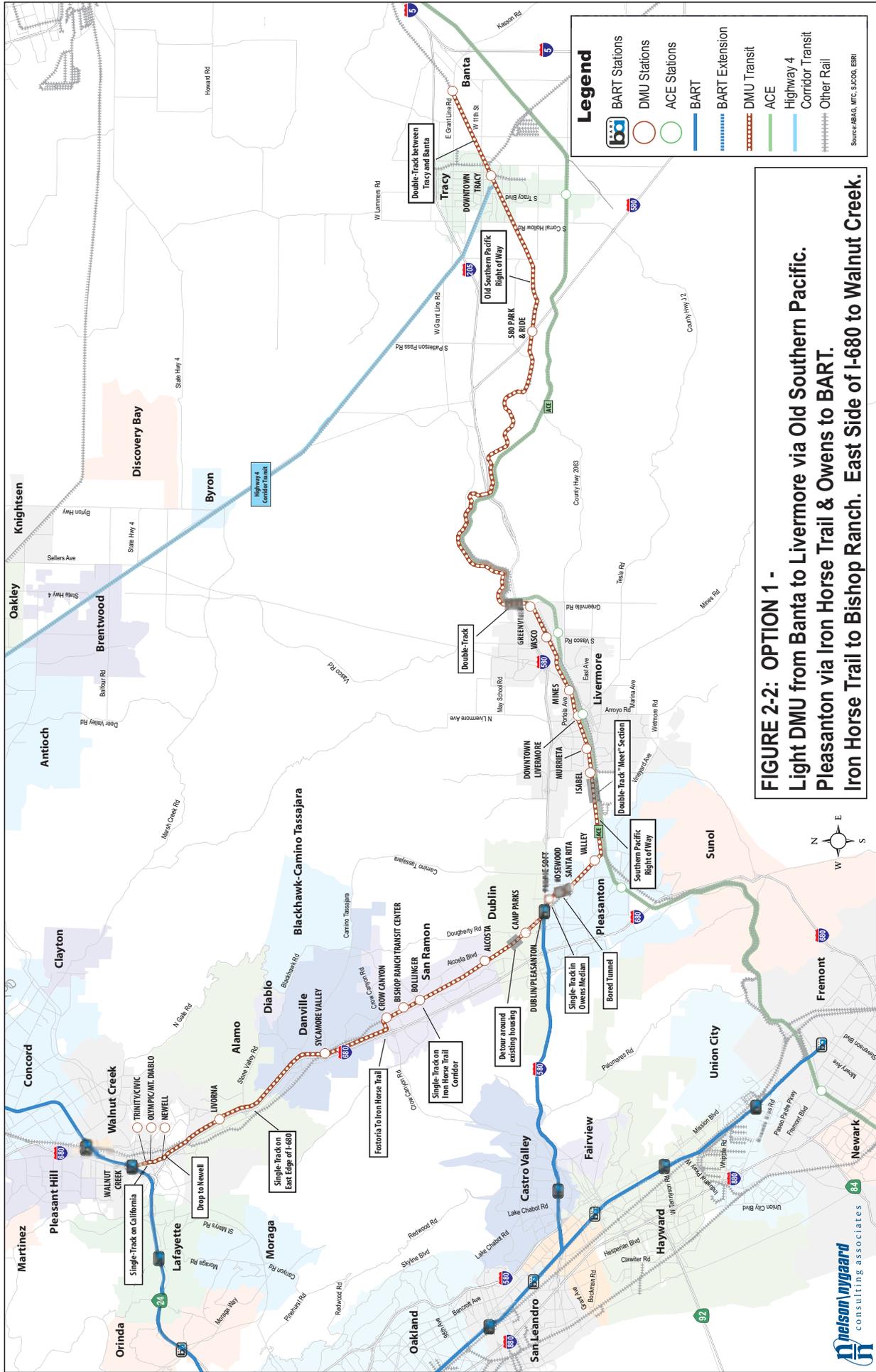
The line then uses Fostoria Drive to reach the east edge of I-680. Using available right-of-way along the east edge of I-680 is significantly less costly than the median. At Newell Avenue, the rail line leaves the freeway right-of-way and continues as a single track along California Boulevard into the Walnut Creek BART station with three stops on the way.

The service would operate the same in the reverse direction.

Altogether this alignment is 53 miles long. Its one-way running time is approximately 88 minutes.



In Bishop Ranch, the Iron Horse Trail right of way is 100', allowing for a 12' wide single-tracked rail line, plus the trail and generous landscaping.



**FIGURE 2-2: OPTION 1 - Light DMU from Banta to Livermore via Old Southern Pacific. Pleasanton via Iron Horse Trail & Owens to BART. Iron Horse Trail to Bishop Ranch. East Side of I-680 to Walnut Creek.**